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Seki et al.

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(54) **VEHICLE SEAT**

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(Continued)

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USPC 297/216.1, 216.15, 216.17, 452.19, 297/452.18, 452.22, 452.1, 216.14, 216.13, 297/452.23
See application file for complete search history.

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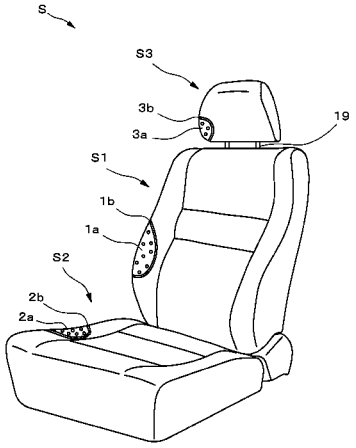
(57) **ABSTRACT**

Provided is a vehicle seat having a high absorbing efficiency of impact energy upon rear end collision. The vehicle seat includes a pair of side frames that are arranged on the side, and lower frames and that connect lower portions of the pair of side frames to each other, in which a narrow portion including: a horizontal portion formed inside the pair of side frames along a longitudinal direction with a flexibility against a load equal to or more than a predetermined impact load, and an inclined portion extending from the horizontal portion via a bent portion inside the pair of side frames is formed on the lower frames.

10 Claims, 11 Drawing Sheets



(51) **Int. Cl.**

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B60N 2/70	(2006.01)
B60N 2/48	(2006.01)

(52) **U.S. Cl.**

CPC ***B60N 2/7094*** (2013.01); *B60N 2/4805* (2013.01); *B60N 2/4885* (2013.01)

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FIG. 1

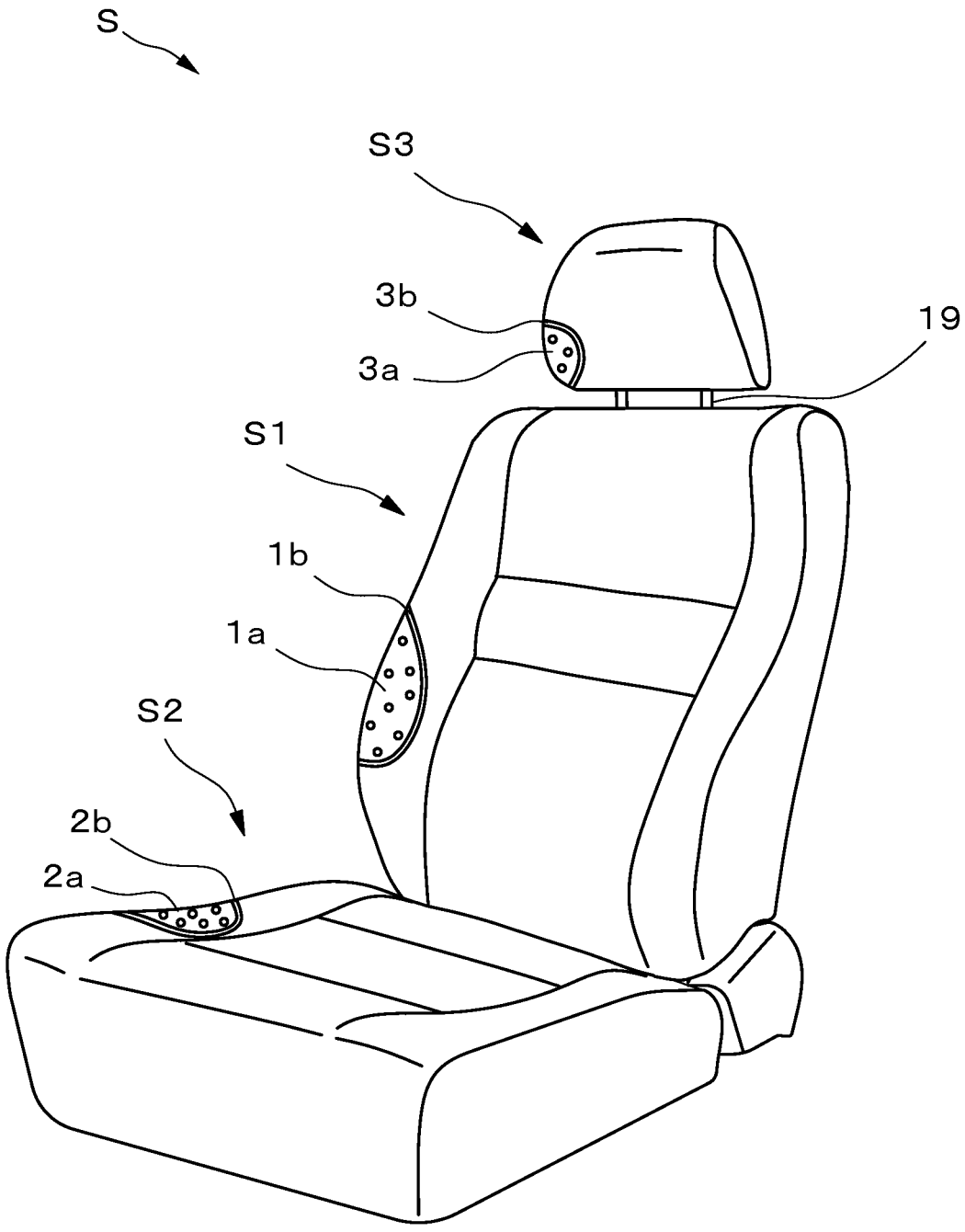

FIG. 2

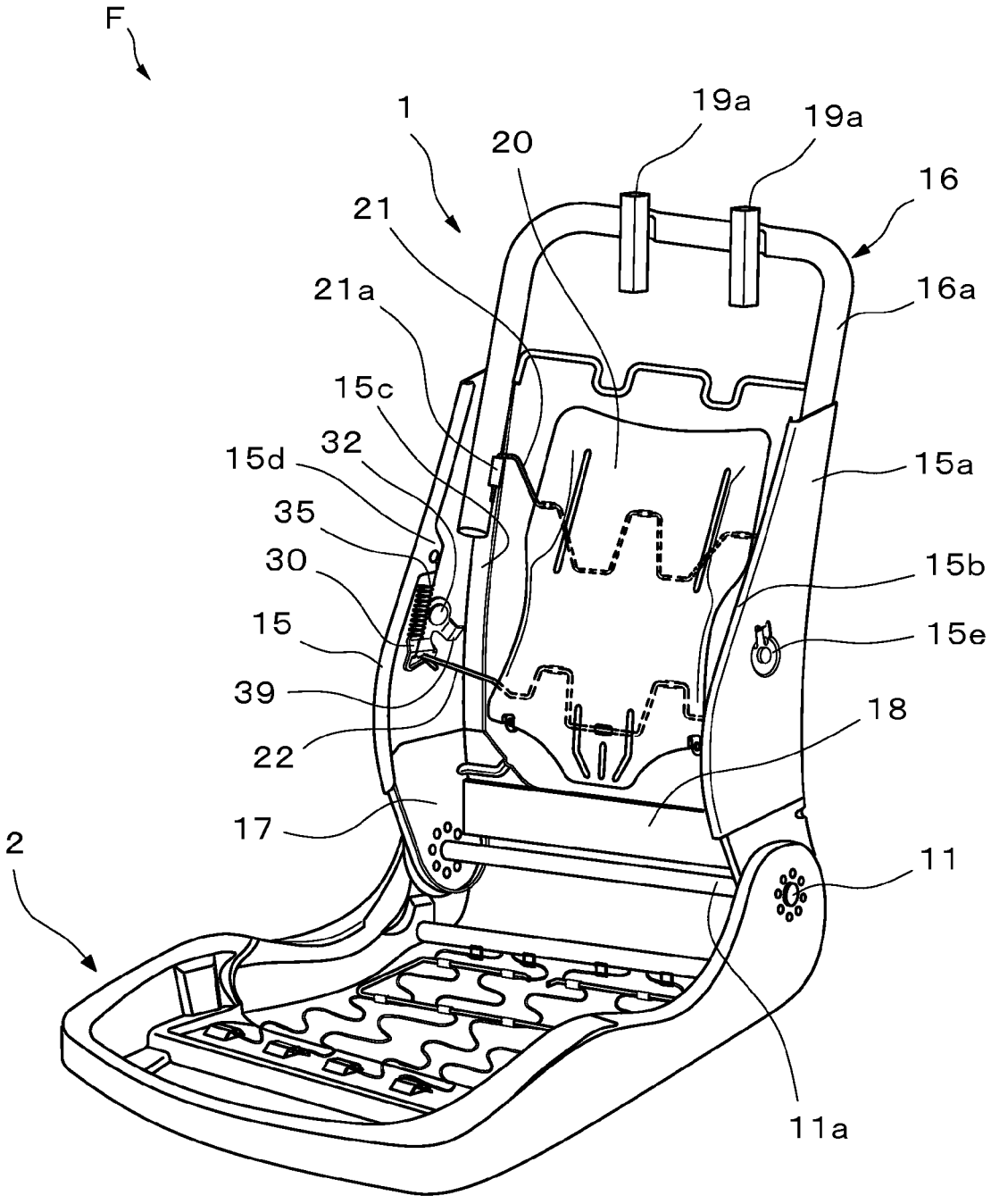
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FIG. 3

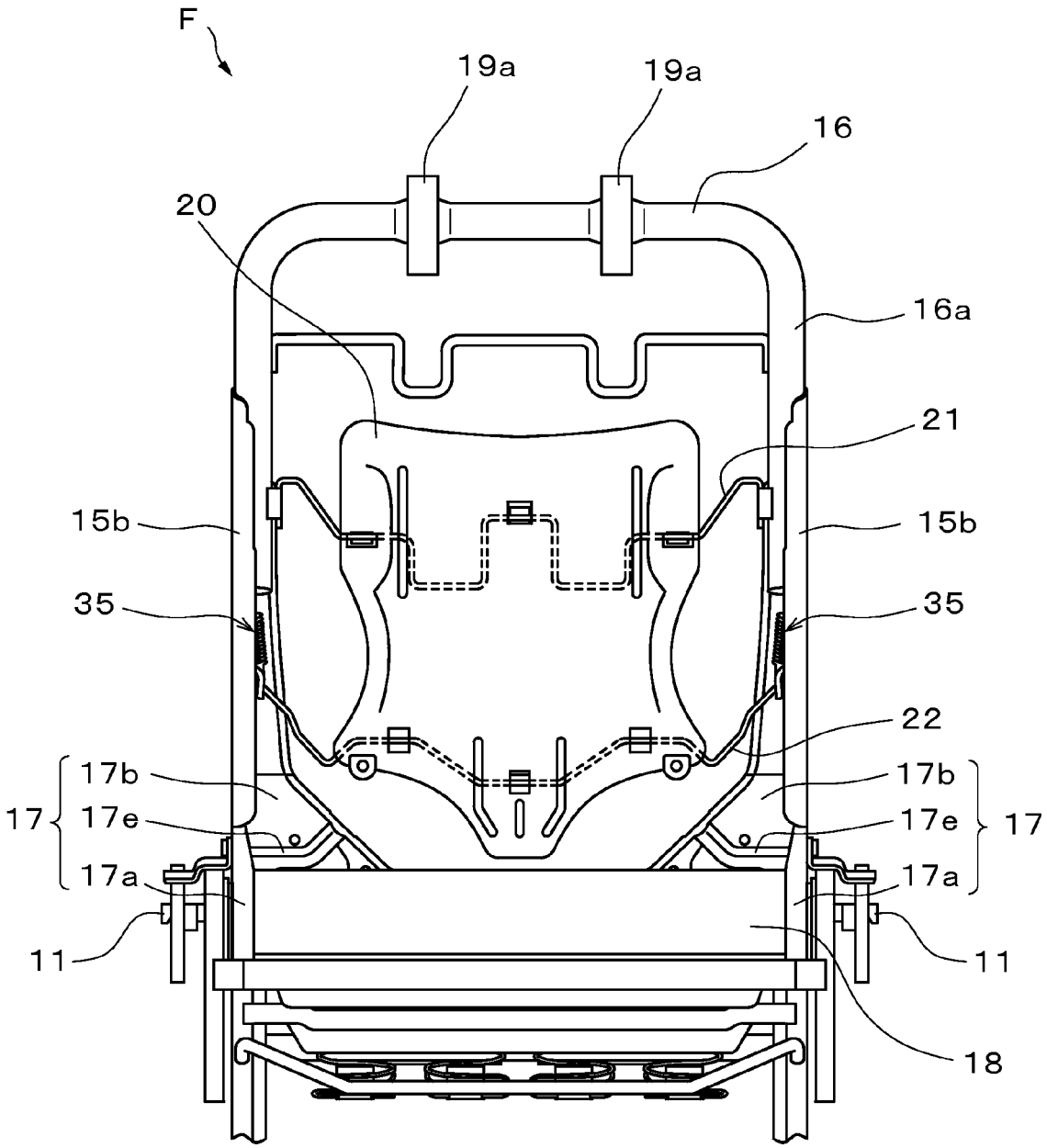
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FIG. 4

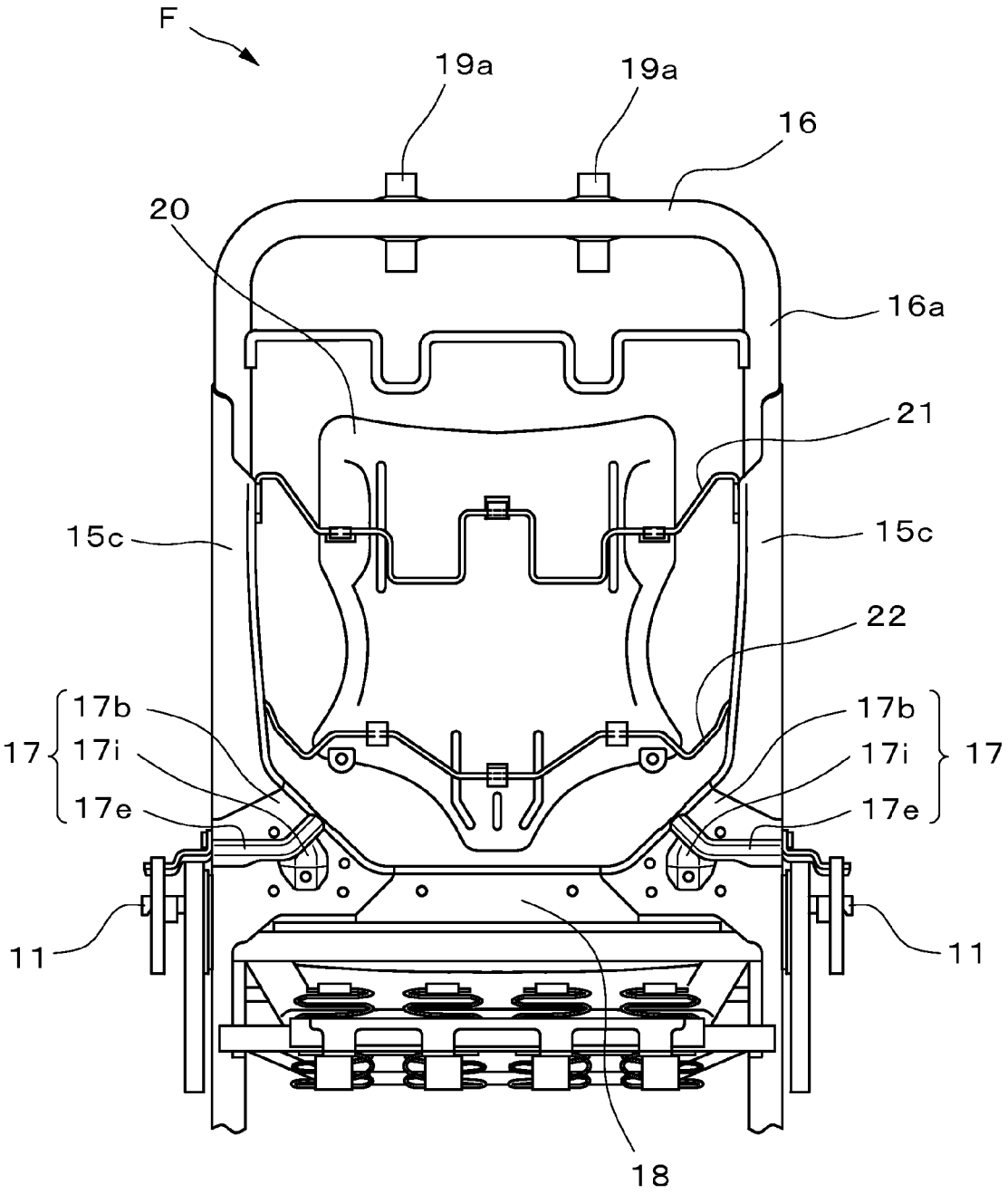
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FIG. 5

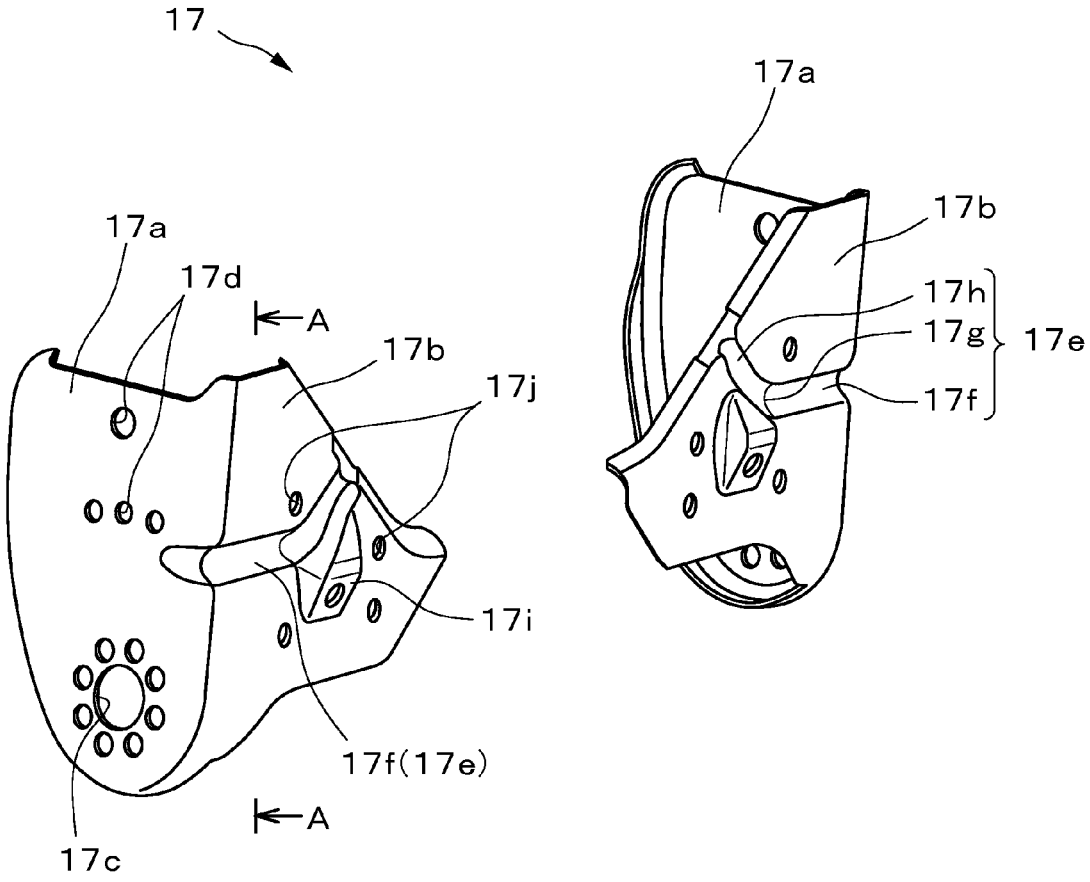

FIG. 6

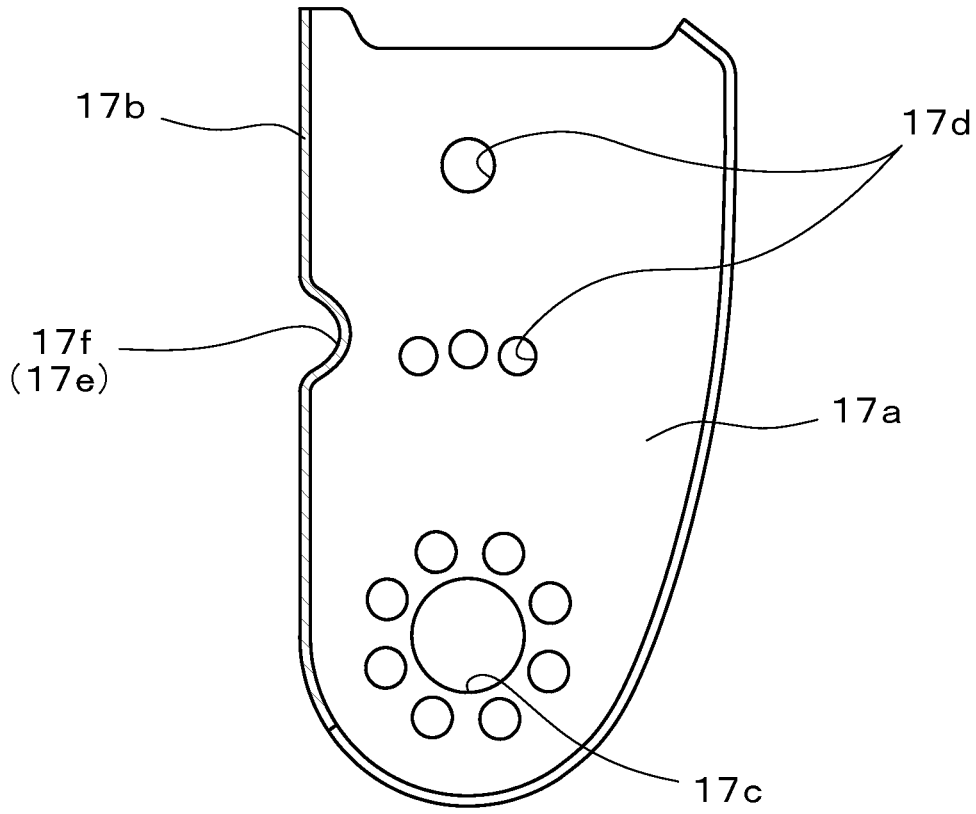

FIG. 7

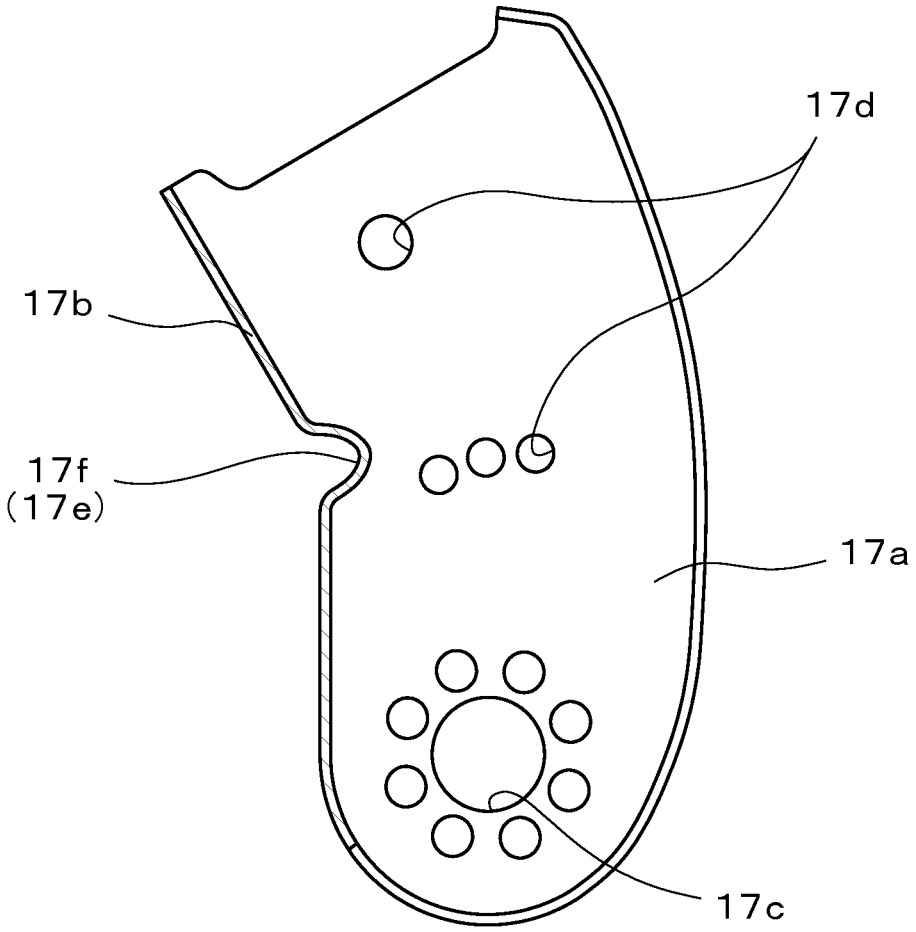

FIG. 8

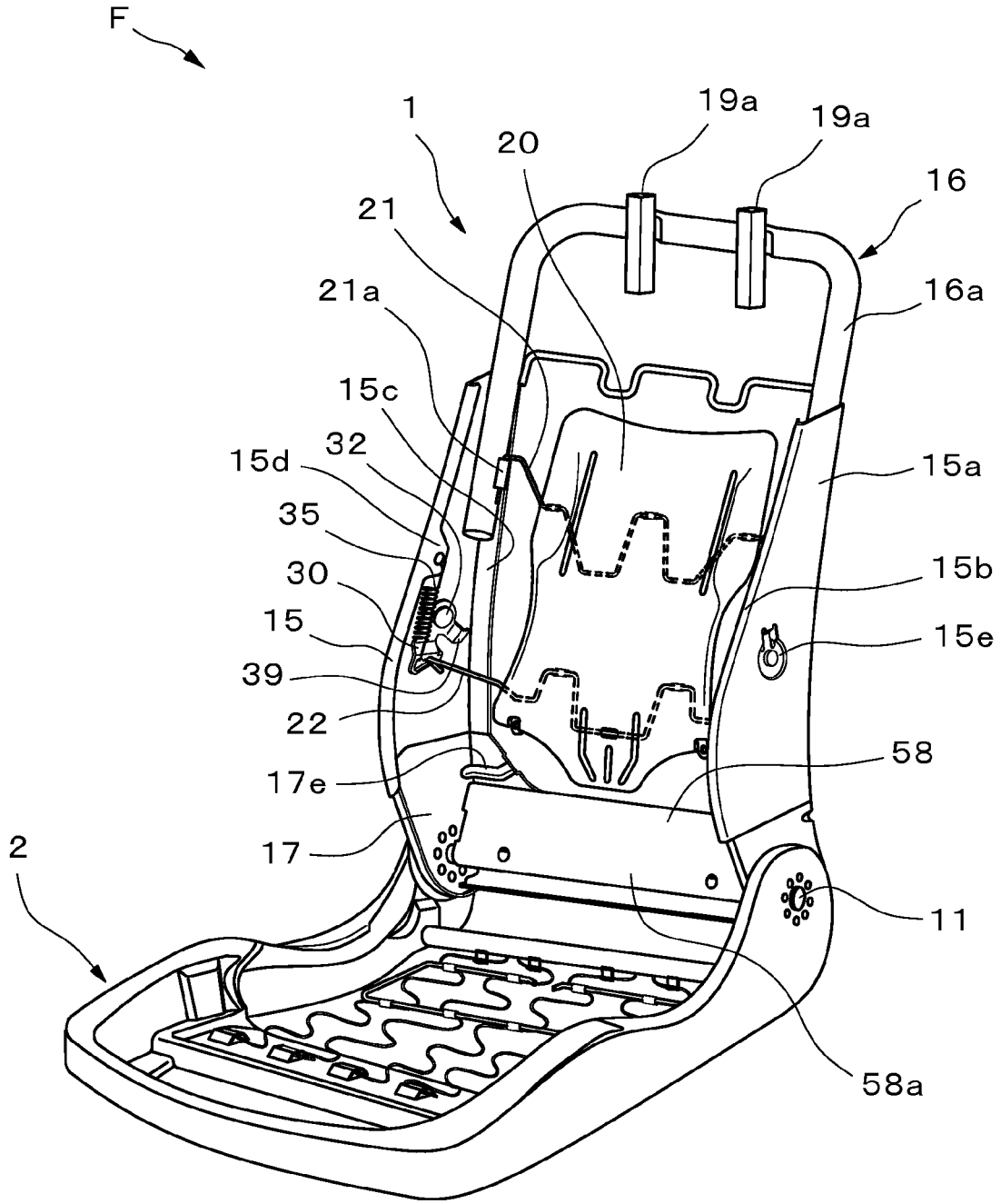
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FIG. 9

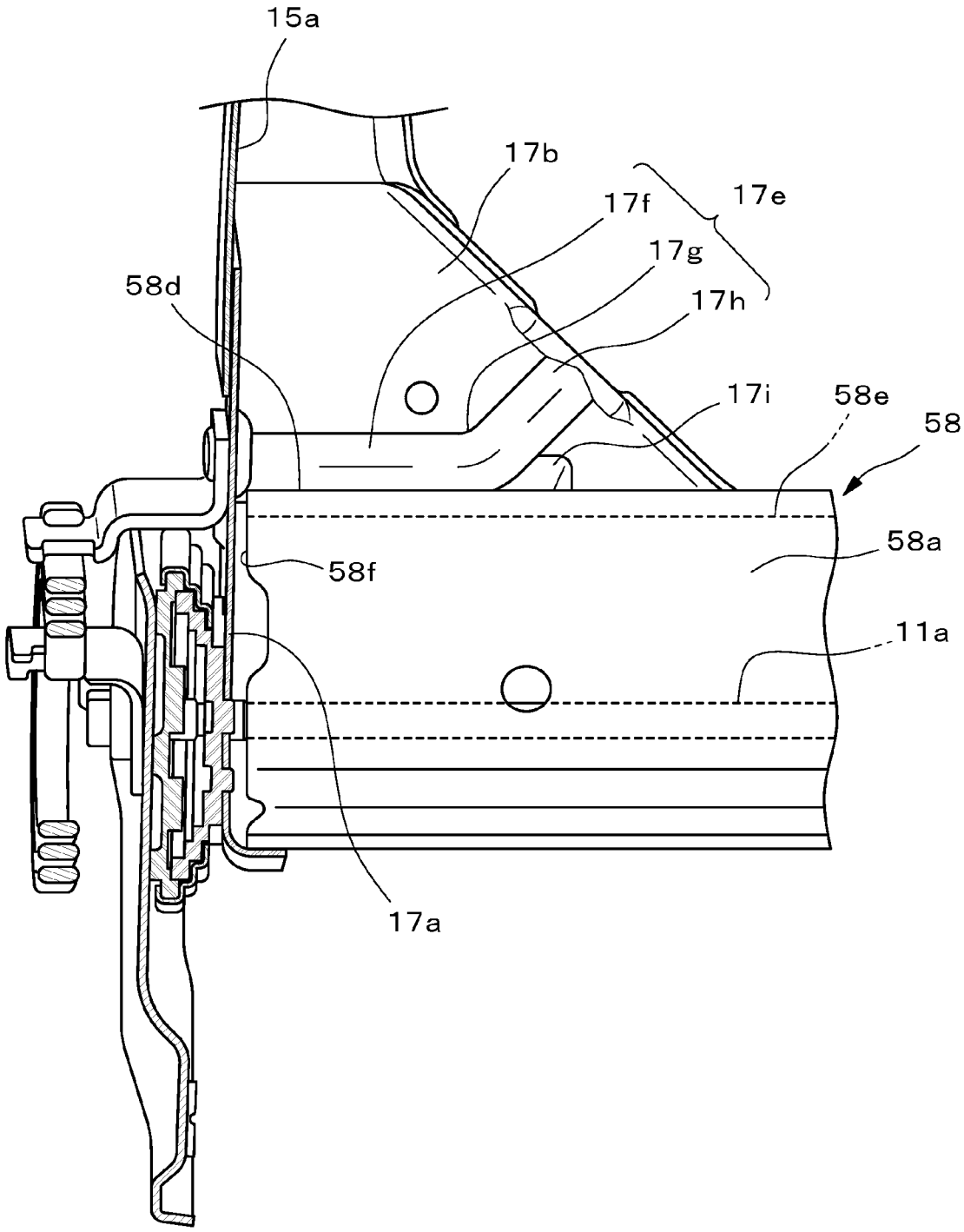


FIG. 10

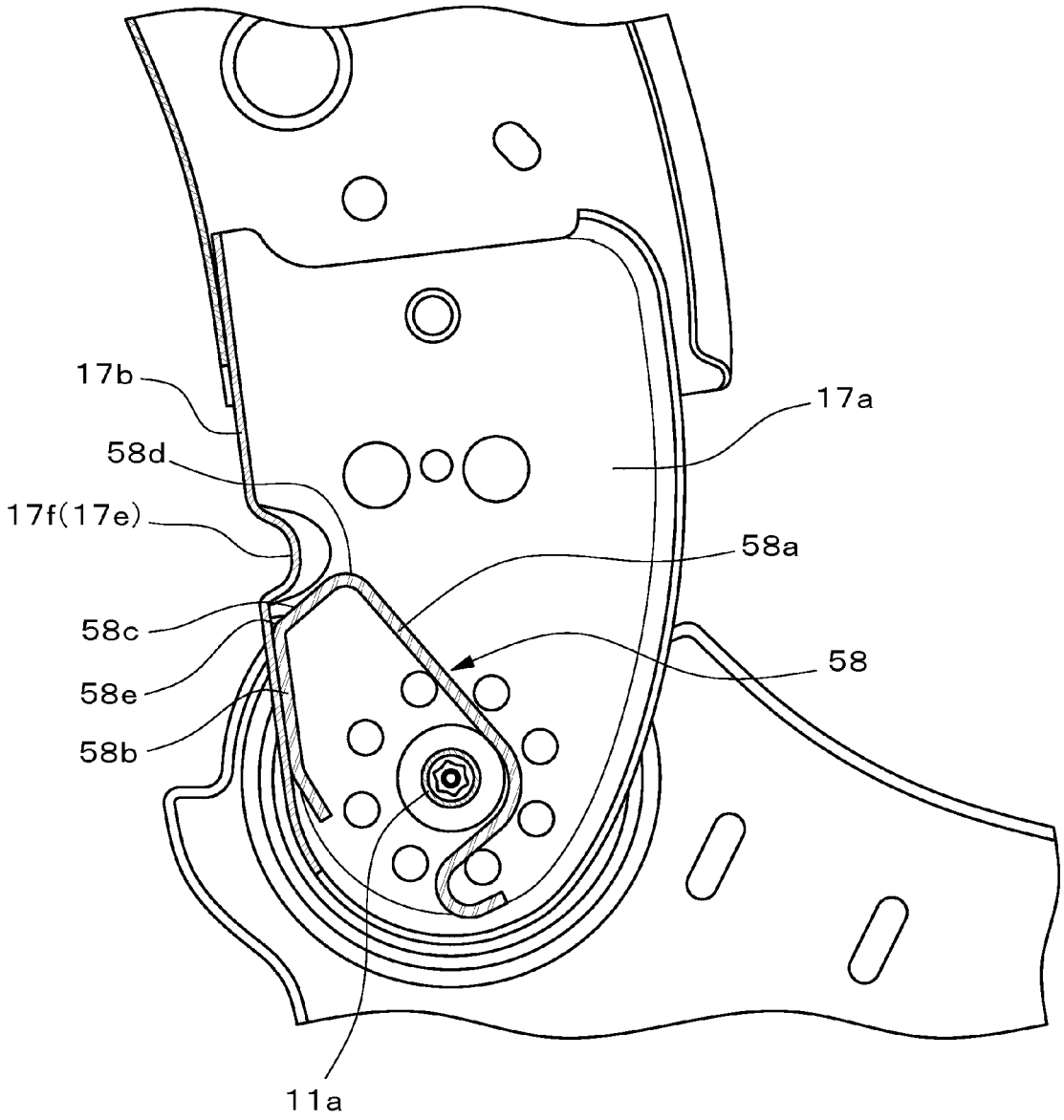
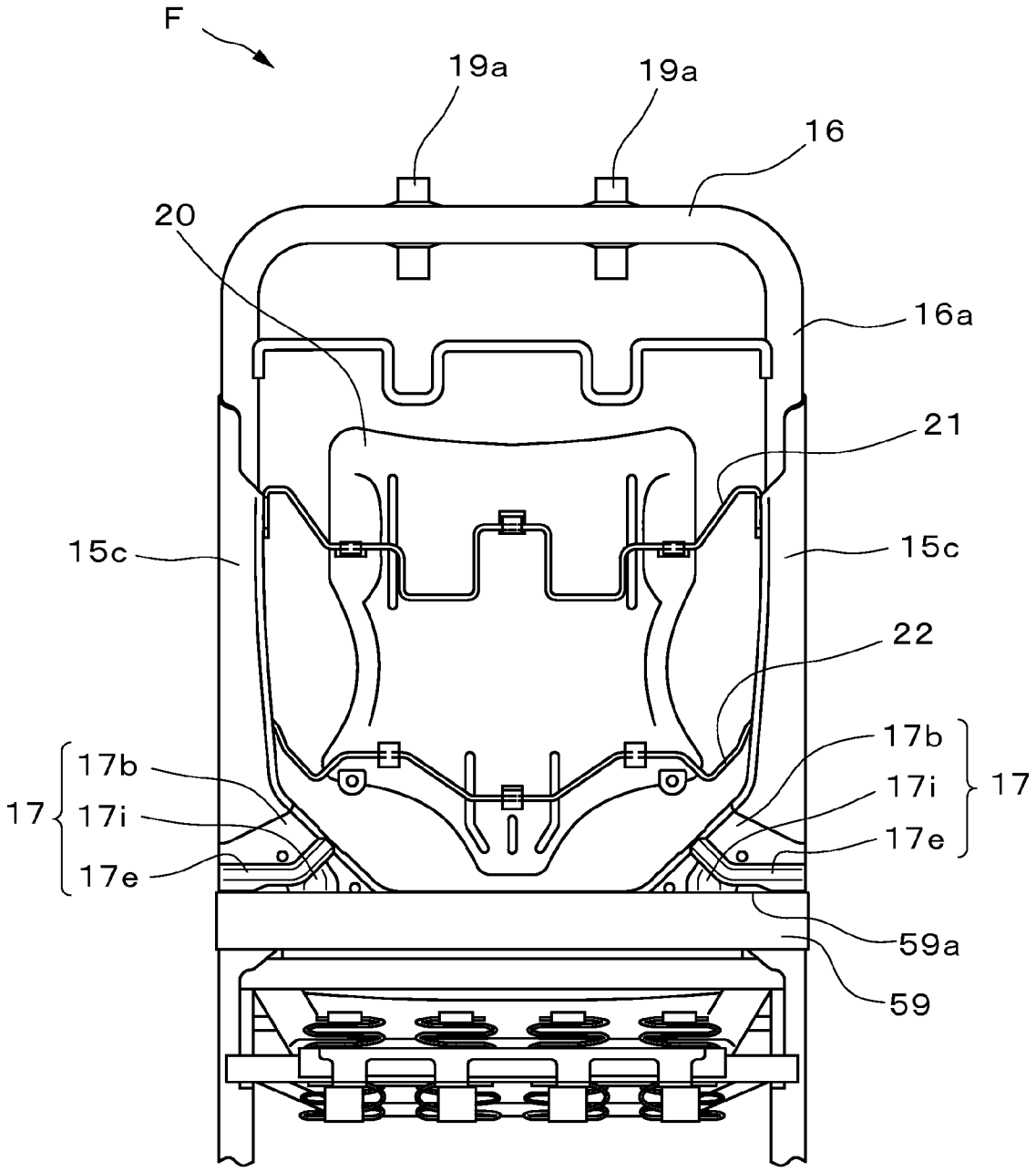


FIG. 11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VEHICLE SEAT

TECHNICAL FIELD

Disclosed herein is a vehicle seat, and more particularly a vehicle seat with an improved impact energy absorption efficiency upon rear end collision.

BACKGROUND

An occupant on a seat is rapidly moved rearward, and the upper body of the occupant inclines rearward during a so-called rear end collision where a rear portion of a vehicle such as a motor vehicle is in a collision from behind, or collides hard during a rearward travel.

Therefore, the upper body of the occupant rapidly approaches a seatback of a vehicle seat due to the inertial force, and an impact is applied to the body of the occupant. The seatback is mainly constructed by placing a cushion material on a metal seatback frame and covering the cushion material with a skin material, which does not provide sufficient deformation amount for the rapid rearward movement of the occupant upon rear end collision or the like and may not efficiently reduce a load applied to the body of the occupant. Moreover, the large load is applied to the seatback and thus some damage may be caused to the seatback.

In order to solve the problems, Japanese Patent Document No. 4200580 ("the '580 document") proposes a technique configuring side frames (described as side members in this document) to bend when a rearward load is applied to an upper portion of a seatback frame, thereby mitigating the load applied to an occupant during the rearward movement.

Moreover, Japanese Patent Document Nos. 2000-118279 A ("the '279 document") and 2006-213201 A ("the '201 document") propose a seatback frame configured to have concavo-convex portions extending in a seat width direction, formed on a lower frame (cross frame in the '279 document) and lower frame portion in the '201 document) constructed in the seat width direction (right and left direction) below a seatback frame. With the recesses and protrusion provided to extend in the seat width direction on the lower frame, when a large load is applied rearward to the seatback frame, the concavo-convex portions can deform, thereby absorbing impact energy.

When a load is applied rearward as a result of a rearward movement of the occupant upon rear end collision or the like, the side frames bend, and the impact energy of the rearward movement is absorbed by the seatback frame disclosed in the '580 document. However, a position to be deformed (bent portion) cannot be limited for deformation in the seatback in this document, and bends occur at any points in the up and down direction on the side frames. As a result, the bending point cannot be limited, and the impact energy is thus transmitted to the entire seatback frame, resulting in a decreased absorption efficiency of the impact energy.

When a large load is applied rearward to the seatback frames disclosed in the '279 and '201 documents, the concavo-convex portions provided in the seat width direction on the lower frame are deformed, thereby absorbing the impact energy while the deformed position of the seatback frame is limited to the portion below the seatback frame.

As described above, according to the techniques of the '279 and '201 documents, the portion that tends to be bent by the large rearward load is provided at a specific position, thereby deforming the portion that tends to be bent, and mitigating the impact upon rear end collision. However, a technique for increasing rigidity of portions other than the portion that tends to bend (deformation portion) to facilitate the restriction of the bent portion, thereby further restricting the bent position, and efficiently absorbing the impact energy is needed.

Moreover, a technique of sufficiently sinking the body of the occupant into the pressure receiving member provided for the seatback frame, thereby efficiently absorbing the impact energy, is needed. In other words, not a technique for facilitating deformation when a large rearward load is applied, but a technique for providing a proper rigidity against the load and sufficiently sinking the body of the occupant into the seatback frame, thereby efficiently absorbing the impact energy, is needed.

SUMMARY

An object according to various embodiments of the present invention is to provide a vehicle seat capable of providing an improved rigidity of portions other than portions which deform to absorb impact energy upon rear end collision, thereby efficiently absorbing the impact energy. Moreover, another object is to provide a vehicle seat with an improved rigidity of portions other than portions that tend to bend (deformation portion) to facilitate restriction of the deformation portions, thereby facilitating guidance of the seatback frame deformation. Further, still another object is to provide a vehicle seat capable of sufficiently sinking the body of an occupant, thereby efficiently absorbing the impact energy.

The problems are solved by a vehicle seat according to various embodiments of the present invention including a pair of side frames that are arranged on the side, and lower frames that connect lower portions of the pair of side frames to each other; in which a narrow portion including: a horizontal portion formed inside the pair of side frames along a longitudinal direction with a flexibility against a load equal to or more than a predetermined impact load, and an inclined portion extending from the horizontal portion via a bent portion inside the pair of side frames is formed on the lower frame.

As described above, the vehicle seat includes the narrow portions on the lower frame. Then, the narrow portion includes the horizontal portion provided to extend approximately horizontally in the longitudinal direction of the lower frame, namely in the right and left direction of the seat, and the inclined portion extending while bending from the horizontal portion. The horizontal portion formed inside the side frames is configured to have the flexibility, and, when a predetermined impact load is applied to the vehicle seat upon rear end collision or the like, can deform to absorb the impact energy.

The impact load applied to the seatback frame constructing the vehicle seat upon rear end collision is a load applied mainly rearward, in more detail, in a direction that the seatback frame inclines rearward. Thus, when the rearward impact load is applied to the seatback frame by the rear end collision or the like, the horizontal portions having the narrow portions can deform (bend), and the entire seatback frame thus deforms to incline rearward, thereby absorbing the impact energy.

Then, the inclined portions bent and extended from the horizontal portions are provided to extend in directions other than the horizontal direction. Thus, when the rearward inclination load is applied to the seatback frame upon rear end collision or the like, the horizontal portions deform to absorb the impact energy, while the inclined portions are hard to deform, thereby increasing rigidity of portions other than

portions where the horizontal portions are provided. As a result, only the horizontal portions are caused to efficiently absorb the impact energy.

Further, if the horizontal portions are provided, a lateral load (load in a direction parallel to the extending direction of the horizontal portions) can be received at ridge portions of the horizontal portions, and the rigidity of the lower frame against the lateral load can thus be increased. Further, the inclined portions can also receive the lateral load, and the rigidity against the lateral load is further increased.

In an embodiment, preferably, the lower frame includes a pair of lower frame side portions arranged below the pair of side frames, and a lower frame center portion that connects the pair of lower frame side portions to each other; the lower frame side portion includes a side plate joined to a side plate of the side frame, and an intermediate plate formed by being bent from an end portion of the side plate; and the narrow portion is formed on the intermediate plate.

There may be provided such a configuration that lower frame side portions and the lower frame center portion are provided as a lower frame, and the lower frame side portions include the narrow portions. On the lower frame side portion including the side plate and the intermediate plate, the horizontal portion formed on the lower frame side portion can be made thin to more easily be bent by forming the intermediate plates in the longitudinal direction of the lower frame, and by forming the narrow potions by machining the intermediate plates to form a part of each of the intermediate plates into a recessed shape. Further, this configuration can simplify the configuration of the lower frame side portions. Moreover, each of the lower frame side portions is constructed by the side plate and the intermediate plate, namely plate members, and the weight can be extremely reduced compared to a case where the lower frame side portion is formed into a box shape or the like.

Moreover, in this embodiment, preferably, a harness attachment portion bulging toward a side opposite to a bulging direction of the narrow portion is formed below the bent portion.

In this way, the rigidity of the lower frame against the load can be increased by forming the harness attachment portions around the narrow portions, thereby forming multiple concavo-convex portions including the narrow portions. Then, the load applied to the inclined portion and the bent portion can be received by the harness attachment portion by providing the harness attachment portion below the bent portion of the narrow portion, resulting in an increased rigidity of portions other than the narrow portions in the lower frame.

Moreover, the necessity of independently forming a member for attaching a harness is eliminated by providing the multiple concavo-convex portions and attaching the harness to the part thereof, resulting in space saving. Further, the necessity of independent assembly of a member for attaching the harness is eliminated, resulting in a reduced manufacturing process.

Further, preferably, the narrow portion is formed above the lower frame center portion.

Preferably, the narrow portions formed on the lower frame side portions are arranged at positions which do not overlap the lower frame center portion (in more detail, above the lower frame center portion). If the narrow portions are arranged at positions which do not overlap the lower frame center portion, the rearward load applied to the seatback frame deforms the narrow portions more than the lower frame center portion. Thus, the impact energy is efficiently transmitted to the narrow portions. As a result, when a load in the rearward direction is applied to the seatback frame by rear end collision or the like, deformation of the narrow portions is not prevented by the lower frame center portion, resulting in efficient absorption of the impact energy.

In an embodiment, preferably, a reinforcement portion that reinforces the lower frame is provided at a position displaced from the narrow portion in an up and down direction.

If the vehicle seat includes the reinforcement portion that reinforces the lower frame at a position displaced from the narrow portions in the up and down direction as described above, portions other than the narrow portions of the lower frame are reinforced by the reinforcement portion. Thus, when an impact load is applied, the seatback frame can be restrained from deforming starting from portions other than the narrow portions, and position restriction on the deformation portions and guidance of deformation can be facilitated on the seatback frame.

Moreover, preferably, the reinforcement portion is provided below the narrow portion.

If the reinforcement portions are provided below the narrow portions, rigidity of the portions below the narrow portions are increased in the lower frame, and deformations below the narrow portions are restrained when a rearward impact load is applied, resulting in efficient transmission of the impact energy to the narrow portions. As a result, the position restriction on the deformation portions and the guidance of deformation are further facilitated on the seatback frame.

Further, preferably, the reinforcement portion is provided at a position overlapping at least partially the narrow portion in a front to back direction.

As described above, if the reinforcement portion is provided at a position overlapping at least partially the narrow portion in the front to back direction, the deformations of the narrow potions by an impact load are not prevented, and the directions of the deformations of the narrow portions can be regulated for an input load in a complex direction. This configuration can further facilitate the guidance of deformation, can efficiently absorb the impact energy, and can properly deform the seatback frame.

In an embodiment, preferably the vehicle seat further includes a pressure receiving member that is connected to the pair of side frames via a connection member to support an occupant; and an impact reducing member that is arranged at least on one of the side frames and is connected to the connection member, to move the pressure receiving member rearward by a predetermined impact load applied to the pressure receiving member.

As described above, rearward inclination (rearward movement) of an occupant can be facilitated by receiving the body of the occupant moving rearward on the pressure receiving member upon rear end collision or the like, and configuring the pressure receiving member to be able to move rearward. Then, the impact energy can be more efficiently transmitted to the lower frame side portions constructing the seatback frame by facilitating the rearward inclination of the occupant. As a result, the impact energy due to a rear end collision or the like can be more efficiently absorbed.

Accordingly, in an embodiment, there can be provided a vehicle seat which includes the narrow portions each provided with the horizontal portion and the inclined portion, in which only the horizontal portions are bent, thereby efficiently absorbing an impact energy when an impact load is applied by a rear end collision or the like.

Accordingly, in an embodiment, the narrow portions formed on the lower frame side portions can be bent by a large amount, and the impact energy can be more efficiently absorbed by the narrow portions.

Accordingly, in an embodiment, the number of components can be reduced, and a vehicle seat high in absorption efficiency of the impact energy by increasing the rigidity of portions other than the narrow portions can be provided.

Accordingly, in an embodiment, a vehicle seat which can more efficiently absorb impact energy without degradation of absorption efficiency of the impact energy by way of the lower frame center portion upon rear end collision can be provided.

Accordingly, in an embodiment, when an impact load is applied, the seatback frame can be prevented from deforming starting from portions other than the narrow portions, and the position restriction of the deformation portions, and the guidance of deformation can be facilitated on the seatback frame.

Accordingly, in an embodiment, the deformations are restrained below the narrow portions, and the position restriction of the deformation portions, and the guidance of deformation can be further facilitated.

Accordingly, in an embodiment, deformations of the narrow portions by an impact load are not prevented, and the direction of the deformations of the narrow portions can be regulated for an input load in a complex direction.

Accordingly, in an embodiment, the vehicle seat does not prevent the rearward inclination of the occupant, secures a sufficient sinking amount, and efficiently absorbs the impact energy caused by the rearward inclination load.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a schematic perspective view of a seat according to a first embodiment of the present invention.

FIG. **2** is a schematic perspective view of a seat frame according to the first embodiment of the present invention.

FIG. **3** is a front view of the seat frame according to the first embodiment of the present invention.

FIG. **4** is a rear view of the seat frame according to the first embodiment of the present invention.

FIG. **5** is a schematic perspective view of lower frame side portions according to the first embodiment of the present invention.

FIG. **6** is a cross sectional view taken along the A-A line in FIG. **5**.

FIG. **7** is an explanatory diagram showing a state of the lower frame side portion after a rear end collision according to the first embodiment of the present invention.

FIG. **8** is a schematic perspective view of the seat according to a second embodiment of the present invention.

FIG. **9** is a partially enlarged explanatory diagram of a lower frame center portion and a frame side portion according to the second embodiment of the present invention.

FIG. **10** is a partial cross sectional view of a lower frame according to the second embodiment of the present invention.

FIG. **11** is a rear view of the seat frame according to the second embodiment of the present invention.

DETAILED DESCRIPTION

A description will now be given of an embodiment of the present invention referring to drawings. It should be noted that members, arrangements, and the like described below do not limit the present invention, and can be modified in various ways within the purport of the present invention. Moreover, a vehicle herein refers to a vehicle for travel on which a seat can be installed such as a ground traveling vehicle having wheels such as a motor vehicle and a railroad vehicle, and air planes and ships which do not travel on the ground. Moreover, a normal seating load includes a seating impact generated during seating, and a load during acceleration generated when the vehicle starts rapidly. Moreover, impact energy upon rear end collision is energy by a large load generated upon rear end collision, is caused by a large collision of a vehicle from behind or a serious collision during a rearward travel, and does not include energy by a load in a load range similar to a load generated during normal seating.

FIGS. **1** to **7** relate to a first embodiment of the present invention. A description will now be given of a vehicle seat S according to a first embodiment referring to FIGS. **1** to **7**.

The vehicle seat S is constructed by a seatback **51** (back portion), seat base portion S**2**, and a headrest S**3** as shown in FIG. **1**, the seatback **51** (back portion) and the seat base portion S**2** are respectively formed by placing cushion pads **1***a* and **2***a* on the seat frame F, and covering them with skin materials **1***b* and **2***b*. The headrest S**3** is formed by placing a pad material **3***a* on a core material (not shown) for a head portion, and covering them with a skin material **3***b*. Moreover, reference numeral **19** denotes headrest pillars for supporting the headrest S**3**.

The seat frame F for the vehicle seat S is constructed by a seatback frame **1** for constructing the seatback S**1**, and a seat base frame **2** for constructing the seat base portion S**2** as shown in FIG. **2**.

The seat base frame **2** is formed by placing the cushion pad **2***a*, and covering the cushion pad **2***a* with the skin material **2***b* as described above, and is configured to support an occupant from the underside. The seat base frame **2** is supported by a leg portion (not shown), inner rails, which are not shown, are attached to the leg portion, and are assembled to outer rails installed on a floor of a vehicle body to slide for adjusting the position in a front to back direction.

Moreover, a back end portion of the seat base frame **2** is connected to the seatback frame **1** via a reclining mechanism **11**.

The reclining mechanism **11** includes at least a reclining shaft **11***a* along a rotation axis of the reclining mechanism **11**, and the reclining shaft **11***a* is arranged thorough shaft insertion holes **17***c* (refer to FIG. **6**) formed on the pair of lower frame side portions **17** (member sides) provided below the seatback frame **1** (in more detail, a pair of side frames **15**) to protrude therefrom on side portions of the seat frame F.

The seatback S**1** is formed by placing the cushion pad **1***a* on the seatback frame **1**, and covering the cushion pad **1***a* with the skin material **1***b*, and supports the back of the occupant from behind. According to this embodiment, the seatback frame **1** is a frame body in approximately a rectangular shape as shown in FIG. **2**, and includes the side frames **15**, an upper frame **16**, and the lower frame side portions **17**.

The two (the pair of) side frames **15** define a seatback width, and are arranged to be separated in the right and left direction, and to extend in the up and down direction. Then, the upper frame **16** for connecting the upper end portion sides of the pair of the side frames **15** to each other extends upward from the side frames **15**. The upper frame **16** extends upward from one of the side frames **15**, bends, and extends to the other side frame **15**.

A lower frame of the seatback frame **1** is constructed by the lower frame side portions **17** and a lower frame center portion **18**. The lower frame center portion **18** (member center) is formed to connect the pair of the lower frame side portions **17** arranged to be separated in the right and left direction to each other, and is arranged to be in contact with the lower frame side portions **17**. The lower frame side portions **17** are connected to bottom sides of the side plates **15***a* of the side frames **15**. Then, the lower frame side portions **17** are formed to

extend below the side plates **15***a*, and extend within a range which does not cause a problem with the seat base frame **2**.

Although, in the seatback frame **1** according to this embodiment, the side frames **15** and the lower frame side portions **17** are formed by independent members, the side frames **15** and the lower frame side portions **17** may be an integral plate frame or the like.

Lower Frame Side Portion **17**

The side frames **15**, the lower frame side portions **17**, and the lower frame center portion **18** are formed as independent members, and can be easily assembled.

The lower frame side portion **17** includes a side plate **17***a* joined to the side plate **15***a* of the side frame **15**, and an intermediate plate **17***b* formed to be folded from a rear end portion of the side plate **17***a* at approximately the right angle as shown in FIG. **5**. The shaft insertion hole **17***c* for inserting the reclining shaft **11***a* is formed at a bottom of the side plate **17***a*.

Moreover, multiple attachment holes **17***d* for attaching the lower frame side portion **17** to the side frame **15** are formed above the shaft insertion hole **17***c* on the side plate **17***a*. Holes are formed in lower portions of the side frames **15** at positions corresponding to the attachment holes **17***d* when the side plates **17***a* overlap, and joining elements such as bolts run through the holes formed on the side frames **15** and the attachment holes **17***d* of the lower frame side portions **17**, thereby joining the side frames **15** and the lower frame side portions **17** to each other.

Then, a flexible narrow portion **17***e* as a weak portion for efficiently absorbing impact energy upon rear end collision is formed on each of the intermediate plate **17***b* as shown in FIG. **6**. The narrow portion **17***e* serving as the weak portion is a recessed portion formed to be approximately semicircular in cross section to bulge forward, and is formed inside the side frame **15** in the right and left direction, namely along the widthwise direction of the seat. In this way, a horizontal portion (horizontal potion **17***f*) in the narrow portion **17***e* formed to be approximately semicircular in cross section on the lower frame side portion **17** can bend, and deforms to collapse in the up and down direction (refer to FIG. **7**) when a predetermined impact load (impact load larger than that during normal seating) is applied to the seatback frame **1** upon rear end collision or the like. As a result, the rearward inclination load can be efficiently absorbed. Moreover, the horizontal portion **17***f* is provided to extend along the seat width direction, namely the longitudinal direction of the lower frame center portion **18**, and even when a load in the right and left direction is applied, a ridge portion can receive the load, resulting in an extreme increase in rigidity of the lower frame side portion **17**.

The horizontal portion **17***f* extends to a border portion between the intermediate plate **17***b* and the side plate **17***a* as shown in FIG. **5**, and thus tends to deform when a load is applied, thereby efficiently absorbing the energy of the rearward inclination load.

Then, the narrow portion **17***e* bends upward as the narrow portion **17***e* approaches the inside of the seat, and extends to an upper end portion of the intermediate plate **17***b*. In other words, the narrow portion **17***e* includes the horizontal portion **17***f* and an inclined portion **17***h* provided to extend from the horizontal portion **17***f* via a bent portion **17***g*.

As described above, the narrow portion **17***e* is not configured to have only the horizontal portion **17***f* extending straight in the horizontal direction, but to include the bent portion **17***g*, and the portion (inclined portion **17***h*) which is provided to extend in a direction other than the approximately horizontal direction, namely an oblique direction, can thus absorb energy when a load which deforms the seatback frame **1** to incline the seatback frame **1** rearward is applied by the rear end collision or the like, for example, and increases in rigidity against the load.

Although the inclined portion **17***h* may be formed to be approximately vertical with respect to the horizontal portion **17***f*, the inclined portion **17***h* is preferably formed to be inclined with respect to the horizontal portion **17***f*. In other words, the inclined portion **17***h* is preferably configured to form an acute angle or an obtuse angle with respect to the horizontal portion **17***f*. If the inclined portion **17***h* is formed to be approximately vertical with respect to the horizontal portion **17***f*, the inclined portion **17***h* increases the rigidity of the intermediate plate **17***b* when a load to incline the seatback frame **1** rearward is applied, and the horizontal portion **17***f* is harder to be deformed by the rearward inclination load. The inclined portion **17***h* is configured to form an acute angle or an obtuse angle with respect to the horizontal portion **17***f*, the intermediate plate **17***b* appropriately deforms, thereby bending the horizontal portion **17***f*.

Moreover, a harness attachment portion **17***i* bulging toward a side opposite to the bulging direction of the narrow portion **17***e* is formed below the bent portion **17***g*. In other words, the harness attachment portion **17***i* is formed to bulge rearward below the bent portion **17***g*. In this way, the multiple concavo-convex shapes are formed on the intermediate plates **17***b* by forming the harness attachment portions **17***i* on the side opposite to the bending direction of the bent portions **17***g* of the narrow portions **17***e* (namely, on an obtuse angle side formed between the horizontal portion **17***f* and the inclined portion **17***h*) on the intermediate plates **17***b*, resulting in an increase in rigidity of the lower frame side portions **17** (particularly rigidity in a neighborhood of the bent portions **17***g*) against the load. As a result, when an impact load is applied upon rear end collision or the like, the horizontal portion **17***f*, the bent portion **17***g*, and the inclined portion **17***h* of each narrow portion **17***e* deform without bending portions other than the narrow portions **17***e* to absorb impact energy.

As described above, the harness attachment portion **17***i* is formed to bulge rearward at the position below the narrow portion **17***e* on each of the intermediate plates **17***b*, and functions as a reinforcement portion which prevents portions other than the narrow portion **17***e* from bending when an impact load is applied upon rear end collision. The increased rigidity resulting from the concavo-convex shapes restricts the rearward deformations of the harness attachment portions **17***i*, the seatback frame **1** can be prevented from deforming from portions other than the narrow portions **17***e*, and the position restriction on the deformation portions and the guidance of deformation are facilitated on the seatback frame **1**.

Multiple attachment holes **17***j* are also formed on the intermediate plate **17***b*. Joining elements such as bolts pass through the attachment holes **17***j* when other member (such as an actuator) is attached to the seat frame F.

There are provided such effects that a space is saved for attaching other member and the number of components is further reduced by providing the harness attachment portion **17***i* and the attachment holes **17***j* on the intermediate plate **17***b* in this way. Moreover, the harness attachment portion **17***i* has the function as the reinforcement portion provided rearward of each of the narrow portions **17***e*, can provide both the function of attaching components and the function as the deformation guide for restricting the deformation portions of the seatback frame, and contributes to the deformations of the seatback frame while reducing the number of components.

The lower frame center portion **18** is joined to the side plates **17***a* or the intermediate plates **17***b* of the pair of lower

frame side portions **17**. If the lower frame center portion **18** is joined to both the side plates **17***a* and the intermediate plates **17***b*, attachment rigidity is increased. Further, if side end portions of the lower frame center portion **18** are formed to come in contact with the side plates **17***a*, rigidity against a lateral load is increased. Although the lower frame center portion **18** is arranged forward of the intermediate plates **17***b* in this embodiment, the lower frame center portion **18** may be arranged behind the intermediate plates **17***b*.

The narrow portions **17***e* are preferably formed at positions which do not overlap the lower frame center portion **18**, and are above the lower frame center portion **18**. If there is provided such a configuration that the narrow portions **17***e* are provided at positions which do not overlap the lower frame center portion **18** as described above, when a load in the direction of rearward inclination is applied to the seatback frame **1**, the deformations of the narrow portions **17***e* are not prevented by the lower frame center portion **18**.

In other words, the lower frame center portion **18** is at a position displaced in the up and down direction from the narrow portions **17***e*, and is provided below the narrow portions **17***e*. As a result of this arrangement, the lower frame center portion **18** functions as a reinforcement portion for increasing rigidity of portions below the narrow portions **17***e* when a load in the direction of rearward inclination is applied to the seatback frame **1** upon rear end collision. Thus, the lower frame side portions **17** can be prevented from bending from portions other than the narrow portions **17***e*, and the position restriction on the deformation portions of the seatback frame **1** and the guidance of deformation are facilitated.

The upper frame **16** formed by a member having a closed sectional shape (such as a circular or rectangular sectional shape) is bent in a substantially U shape as shown in FIG. **2**. Then, the side surface portions **16***a* of the upper frame **16** are arranged to partially overlap the side plates **15***a* of the side frames **15** in the up and down direction, and are anchored to the side frames **15** at the overlapped portions. Although the upper frame **16** is constructed by the tubular member having the circular cross section in the first embodiment, the upper frame **16** may be constructed by a tubular member having a rectangular cross section.

Moreover, the headrest S**3** is arranged above the upper frame **16**. The headrest S**3** is constructed by providing the pad member **3***a* on an outer peripheral portion of the core material (not shown), and covering the pad material **3***a* with the skin material **3***b* as described before. Pillar support portions **19***a* are arranged on the upper frame **16**. Headrest pillars **19** (refer to FIG. **1**) for supporting the headrest S**3** are attached via guide locks (not shown) to the pillar support portions **19***a* to attach the headrest S**3**. Although an example where the seatback S**1** and the headrest S**3** are formed independently of each other is described in the first embodiment, the seatback S**1** and the headrest S**3** may be integrated, which is a configuration of the bucket type seat.

The side frames **15** partially constructing the seatback frame **1** are extending members for constructing side surfaces of the seatback frame **1** as shown in FIG. **2**, and include the side plates **15***a* in a flat plate shape, front edge portions **15***b* each bent inward and folded back in a U shape from a front edge potion (end portion located on the vehicle front side) of the side plates **15***a*, and rear edge portions **15***c* each bent inward in an L shape from rear end portions.

A protruded portion **15***d* protruding toward the rear edge portion **15***c* side is formed on the front edge portion **15***b* according to this embodiment, and a lock hole serving as a lock portion for locking an extension coil spring **35** is formed on the protruded portion **15***d*.

Then, moving members **30**, described later, are locked to the side frames **15** according to this embodiment. A configuration and an action of the moving members **30** are described later.

Pressure Receiving Member **20**

The pressure receiving member **20** as a pressure receiving member for supporting the cushion pad **1***a* from behind is arranged on an inside area of the seatback frame **1** inside the seatback frame **1** (between the side frames **15**).

The pressure receiving member **20** according to this embodiment is a member obtained by forming a resin into a plate in approximately a rectangular shape, and smooth concavo-convex portions are formed on a surface in contact with the cushion pad **1***a*. Pawl portions for locking a wire **21** serving as a top connection member, and a wire **22** serving as a bottom connection member are formed on a top side and a bottom side of the pressure receiving member **20** as shown in FIG. **2**.

The pressure receiving member **20** according to this embodiment is supported by the connection members. In other words, the two wires **21** and **22** serving as the connection members are provided between the side frames **15** on the both sides, and engage with the pressure receiving member **20** by the pawl portions formed at predetermined positions on the top side and the bottom side on the rear side of the pressure receiving member **20** to support the pressure receiving member **20** on a rear surface of the cushion pad **1***a*. The wires **21** and **22** are formed by a springy steel wire material, and have concavo-convex portions, which are bent portions, formed thereon.

Particularly, the wire **21** positioned above in the two wires **21** and **22** locked to the pressure receiving member **20** according to this embodiment is constructed by a wire thinner than the wire **22** positioned below. As a result, the pressure receiving member **20** tends to move rearward more at the upper portion than at the lower portion.

Moreover, the wire **22** is constructed by a thicker wire material, is thus high in rigidity, and is hard to deform during normal seating. Thus, the upper portion of the pressure receiving member **20** supported by the wire **21** constructed by the thinner wire material tends to move rearward, and the lower portion of the pressure receiving member **20** supported by the wire **22** constructed by the thicker wire material does not move rearward greatly during normal seating. As a result, the upper portion of the pressure receiving member **20** properly sinks rearward, and the lower portion supports the body of the occupant during normal seating, thereby preventing sense of seating from degrading.

Further, there is provided such a configuration that the wires **21** and **22** have the concavo and convex portions formed thereon, and are thus deformed greatly by a load more than a predetermined load (load larger than a load for moving or pivoting impact reducing members described later) to move rearward the pressure receiving member **20** by a larger movement quantity.

As illustrated in FIG. **2**, both end portions of the wire **21** locked to the top side out of the two wires **21** and **22** locked to the pressure receiving member **20** according to this embodiment are hooked on journal portions **21***a* provided on the side frames **15** on the both sides. Both end portions of the wire **22** locked to the bottom side are hooked on the moving members **30** installed on the right and left side frames **15**.

The wire **22** constructed by the thicker wire material than the wire **21** is hard to deform as described above, and the lower portion of the pressure reception portion **20** is thus hard to move rearward during normal seating. Thus, the moving

members **30** are attached to the end portions of the wire **22** for securing a sufficient sinking amount upon rear end collision.

Moving Member **30**

The moving members **30** serving as impact reducing members are moved rearward of the vehicle by an impact load transmitted via the connection member (wire **22**), and simultaneously move rearward the pressure receiving member **20** to move rearward the occupant when an impact load larger than the predetermined impact load is applied to the pressure receiving member **20** upon rear end collision or the like. The "movement" refers to motions such as horizontal translation or pivoting. A description will now be given of the moving members **30** that pivot about shaft portions **32** as pivot axes according to this embodiment. The pressure receiving member **20** can be moved greatly rearward of the vehicle by the movement of the moving members **30** to consequently move rearward the occupant, and the load applied to the occupant can be efficiently reduced.

The moving members **30** are pivotally journaled via the shaft portions **32** serving as pivot axes to the insides of the side plates **15***a* of the side frames **15** on the both sides, lock the wire **22** at the bottom position serving as the connection member, and are connected to the springs (extension coil springs **35**) serving as biasing elements for biasing the wire **22** according to this embodiment as shown in FIG. **2**. In other words, the moving members **30** are connected to the biasing elements **35**, and are configured to bias the pressure receiving member **20** via the wire **22** serving as the connection member forward of the seatback frame **1**.

Then, the moving members **30** according to this embodiment are journaled by the pivotable shaft portions **32** to the inside of the side frames **15**, in more detail, to convex portions **15***e* formed by bulging parts of the side plates **15***a* toward the inside of the seat.

The above-described moving members **30** are attached to the side frames **15** on both sides, both ends of the wire **22** are hooked to the moving members **30** respectively arranged on both sides, and there is provided such a configuration that the respective moving members **30** are individually activated.

According to this embodiment, the moving members **30** are attached to the side frames **15** on both sides, and the moving members **30** attached to both sides are configured to move (pivot) independently of each other. As a result, if a generated load is biased in the right and left direction, the moving members **30** attached to the side frames **15** on both sides move (pivot) independently of each other according to the load, and the body of the occupant can sink according to the magnitude of the impact load.

A description will now be given of configurations and actions of the pressure receiving member **20** and the moving members **30**.

A tensile force of moving rearward (pivoting) the moving members **30** via the cushion pad **1***a*, the pressure receiving member **20**, and the wire **22** inside the seatback S**1** is generated during normal seating where the occupant is seated. The extension coil springs **35** bias the moving members **30** to move (pivot) forward of the seatback frame **1**. On this occasion, the extension coil springs **35** connected to the moving members **30** have a load characteristic which does not present an extension in a load range generated during normal seating, and the moving members **30** are always held at initial positions. In other words, there is provided such a configuration that a force of returning the moving members **30** to the initial state resisting the force of moving (pivoting) the moving members **30** is maximized during normal seating.

Then, a movement preventing portion **39** provided for each of the moving members **30** is an abutment portion for abutting against a rear edge portion **15***c* of the side frame **15** to prevent the motion (pivoting) after the moving member **30** moves (pivots).

The movement preventing portion **39** of the moving member **30** is integrally formed by extending the moving member **30** in an outer peripheral direction, an abutment surface thereof abuts against the side frame **15** (rear edge portion **15***c* in more detail) after the movement (pivot), and the movement (pivot) of the moving member **30** can be stably and reliably stopped even if an impact load more than the predetermined load is applied to the pressure receiving member **20** due to a rear end collision or the like.

The movement preventing portion **39** is formed at a position which does not interfere with the biasing element (extension coil spring **35**) and the connection member (wire **22**).

Although the movement preventing portions **39** of the moving members **30** directly abut against the side frames **15** to prevent the movement (pivoting) according to this embodiment, a sound reducing member such as rubber having such a thickness as not to obstruct stability of stopping the movement (pivoting) of the moving members **30** may be attached to each of gaps between the movement preventing portion **39** and the side frame **15** in order to remove noise generated upon the abutment, this configuration can stably prevent the movement (pivoting), and a sound reduction effect is expected.

The moving members **30** abut against the side frames **15** (portions formed by partially cutting out the convex portions **15***e* in more detail) in a normal state, which prevents a force applied upward by the extension coil springs **35**, and restricts a movement (pivoting) range to prevent an excessive forward movement (pivoting) of the moving members **30**.

Then, when the occupant starts moving rearward by inertia upon rear end collision, a load thereof generates a tension in the direction to move (pivot) rearward the moving members **30** via the pressure receiving member **20** and the wire **22** locked to the pressure receiving member **20**. The tensile force extends the extension coil springs **35**, which hold the moving members **30** at the initial positions on this occasion, to form a load sufficient to move (pivot) rearward the moving members **30**.

A threshold for a force starting the movement (pivoting) of the moving members **30** is set to a value larger than the normal seating load.

In this situation, regarding the threshold for the force starting the movement (pivoting) of the moving members **30**, the load applied to the seatback S**1** is approximately 150N in the normal seating state (here, small impacts generated by a seating impact and a rapid start of the vehicle are excluded), and the threshold is thus preferably a value larger than 150N.

Moreover, considering the seating impact generated during normal seating, and the load caused by an acceleration generated by the rapid start of the vehicle or the like, the threshold is preferably set to a value larger than 250N, if the threshold is set in this way, the moving members **30** are not activated in cases other than the rear end collision, and the stable state can be maintained.

The wire **22** hooked on the moving members **30** can be moved rearward by moving (pivoting) the moving members **30** rearward as described above, and simultaneously, the pressure receiving member **20** locked to the wire **22** and the cushion pad **1***a* supported by the pressure receiving member **20** can be moved rearward to sink the occupant into the seatback S**1**.

The moving members **30** have the movement (pivoting) characteristic for the tensile force generated via the wire **22** as described above, and can thus reliably and efficiently sink the

occupant into the cushion pad **1***a* of the seatback S1 when a rear end collision is generated.

The back of the occupant sinks into the seatback S1 and thus moves rearward on this occasion, the position of the headrest S3 does not change with respect to the seatback S1, a gap between the headrest S3 and the head of the occupant decreases, the head can thus be supported by the headrest S3, and an impact applied to the neck can be efficiently reduced.

Although the example where the moving members **30** are provided on the side frames **15** on both right and left sides is described in the embodiment, there may be provided such a configuration that the moving member **30** may be provided only on one of the side frames **15**. In this case, there may be provided such a configuration that the wires **21** and **22** are directly locked to the side frame **15** on which the moving member **30** is not provided.

As described above, in the vehicle seat S, the moving members **30** serving as the impact reducing members are arranged on the side frames **15** to rearward sink the body of occupant upon rear end collision. Then, the narrow portions **17***e* are provided on the lower frame side portions **17** to efficiently absorb energy of the rearward inclination load applied to the seatback frame **1** by the body of the occupant sinking rearward.

The narrow portion **17***e* including the horizontal portion **17***f* and the inclined portion **17***h* is formed on each of the lower frame side portions **17** as described above. The narrow potions **17***e* are formed to bulge toward the seating side of the occupant, and each of the lower frame side portions **17** deforms to bend about the narrow portion **17***e* as a base point, thereby absorbing impact energy upon rear end collision or the like when the occupant rapidly moves rearward upon rear end collision. The protrusion may bulge rearward if the lower frame side portion **17** can be sufficiently bent.

The lower frame side portion **17** includes the narrow portion **17***e* having the cross section in approximately the arc shape on the intermediate plate **17***b* forming the lower frame side portion **17** as shown in FIG. **6**. Then, there is provided such configuration that, when the occupant moves rearward, and a load of rearward inclination is applied to the seatback frame **1** upon rear end collision or the like, the narrow portions **17***e* deform as shown in FIG. **7**, and the intermediate plates **17***b* bend rearward about the narrow portions **17***e* as the base points.

Thus, the plate thickness of portions constructing the narrow portions **17***e* may be formed to be thin in order to facilitate the deformations of the narrow portions **17***e* as long as the narrow portions **17***e* have strength withstanding the normal load.

Then, the narrow portion **17***e* is constructed by the horizontal portion **17***f* and the inclined portion **17***h* across the bent portion **17***g* as a border.

In this way, the inclined portion **17***h* is provided in addition to the horizontal portion **17***f*, which enables not only the absorption of the load energy by deformation of the horizontal portion **17***f*, but also the increase in strength against the load by the inclined portion **17***h*. Thus, portions other than the horizontal portion **17***f* are prevented from deforming, and the rigidity of the lower frame side portion **17** can be increased, resulting in efficient absorption of the impact energy upon rear end collision.

Further, the vehicle seat S includes the pressure receiving member **20** connected to the moving members **30**, and can thus sufficiently sink the occupant in the seatback S1 upon rear end collision or the like. Then, the narrow portions **17***e* of the lower frame (lower frame side portions **17** in more detail) include the inclined portions **17***h*, and the intermediate plates **17***b* thus have proper rigidity. The sinking of the pressure receiving member **20** and the moving members **30** with respect to the side frames **15** and the upper frame **16** can thus be facilitated, resulting in efficient absorption of the impact energy generated by a rear end collision or the like.

A description will now be given of the vehicle seat according to a second embodiment referring to FIGS. **8** to **11**. In the second embodiment, like members, arrangements, and the like are denoted by the same numerals as of the first embodiment, and a detailed description thereof is therefore omitted.

A lower frame center potion **58** of the vehicle seat S according to this embodiment is formed by folding a single plate body into approximately a hollow quadrangular prism form, and includes a forward bulging portion **58***a*, a rear surface **58***b* opposed to the forward bulging portion **58***a*, and a connection surface **58***c* for connecting the forward bulging portion **58***a* and the rear surface **58***b* to each other as shown in FIGS. **8** to **10**. Regarding the lower frame center portion **58** according to this embodiment, the forward bulging portion **58***a* is arranged to bulge forward of the reclining shaft **11***a*, thereby covering the reclining shaft **11***a* from the front side.

The lower frame center portion **58** according to this embodiment is connected to the lower frame side portions **17** by joining the rear surface **58***b* opposed to the forward bulging portion **58***a* and arranged on the rear side to the intermediate plates **17***b* of the lower frame side portions **17**. The rear surface **58***b* and the lower frame side portions **17** may be joined by way of any method such as welding or fastening by fasteners such as screws and bolts.

The lower frame center portion **58** is arranged at a position corresponding to the lower back of the occupant when the occupant is seated, and is arranged forward of the narrow portions **17***e* as shown in FIG. **10**. Thus, the lower frame center portion **58** receives an impact load applied by the back of the occupant via the cushion pad **1***a* and the skin material **1***b* placed on the seatback frame **1** upon rear end collision on a part forward of the intermediate plates **17***b* of the lower frame side portions **17**, and functions as a reinforcement portion for increasing the rigidity of the lower frame side portions **17** against the impact load.

If the reinforcement portion is arranged forward of the narrow portions **17***e*, an input of the load from the front side to portions of the seatback frame **1** overlapping the reinforcement portion in the front to back direction is restricted, and deformations are restrained from generating from portions other than the narrow portions **17**. Thus, when an impact load is applied from the front side, the seatback frame **1** can be prevented from deforming starting from portions other than the narrow portions **17***e*, and the position restriction on the deformation portions, and the guidance of deformation can be facilitated on the seatback frame **1**.

The lower frame center portion **58** serving as the reinforcement portion is at a position displaced from the narrow portions **17***e* in the up and down direction, and is below the narrow portions **17***e*, and a upper end **58***d* of the lower frame center portion **58** overlaps the narrow portions **17***e* in the front to back direction as shown in FIGS. **9** and **10**. Further, the rear surface **58***b*, which is a joint surface to the intermediate plates **17***b* is attached to the position which does not overlap the narrow portions **17***e* in the front to back direction, and is below the narrow portions **17***e*. Moreover, an upper end **58***e* of the rear surface **58***b* is arranged below the horizontal portions **17***f* to align with the extension direction of the horizontal portions **17***f* of the narrow portions **17***e*, namely the longitudinal direction (seat width direction) of the lower frame center portion **58**.

In this way, the lower frame center portion **58** is arranged at the position displaced in the up and down direction from the narrow portions **17***e*, namely at a different level, and the deformations of the narrow portions **17***e* generated when an impact load is applied to the rear side of the seatback frame **1** are not prevented by the lower frame center portion **58**. Moreover, the seatback frame **1** can be restrained from deforming from portions other than the narrow portions **17***e*, and the position restriction on the portions where the seatback frame **1** deforms and the guidance of deformation are facilitated. According to this embodiment, the lower frame center portion **58** is arranged below the narrow portions **17***e*, more specifically, the rear surface **58***b* of the lower frame center portion **58** is attached to the intermediate plates **17***b* below the narrow portions **17***e*, rigidity below the narrow portions **17***e* thus increases to restrain deformations, and the impact energy upon rear end collision can be efficiently transmitted to the narrow portions **17***e*.

Moreover, at least a part of the lower frame center portion **58**, the upper end **58***d* according to this embodiment, is arranged at the position overlapping the narrow portions **17***e* in the front to back direction, the input direction can thus be regulated for an input load in a complex direction, the direction of the deformations of the narrow portions **17***e* can be regulated, and the portions generating the deformations of the seatback frame **1** can be more properly restricted.

Further, the upper end **58***e* of the rear surface **58***b* is aligned with the extension direction of the horizontal portions **17***f* of the narrow portions **17***e*, and the guidance of the direction of the deformations and a deformation shape of the seatback frame **1** can be facilitated.

Side end portions **58***f* on both right and left sides of the forward bulging portion **58***a* according to this embodiment are separated from the side plates **17***a* of the lower frame side portions **17**, and are not fixed to the side portions of the seatback frame **1**. Although FIG. **9** shows only the side end portion **58***f* on the left side viewed from the front side of the vehicle seat S, the side end portion on the right side has the same configuration. In this way, the configuration where the forward bulging portion **58***a* is not connected to the side plates **17***a* does not excessively increase the rigidity of reinforcement portion, and does not influence the deformations of the seatback frame **1** upon impact load.

Although the reinforcement portion is arranged below the narrow portions **17***e* which are the portions where the deformations (bends) of the seatback frame **1** are generated according to this embodiment, there may be provided such a configuration that the reinforcement portion may be provided above the portions where the deformations are generated as the relationship between the portions where the deformations are generated and the reinforcement portion. If the reinforcement portion is arranged at the position which is above and does not overlap, in the front to back direction, the portions where the deformations are generated in this way, the position restriction on the portions where the deformations are generated is facilitated similarly.

A description will now be given of actions of the forward bulging portion **58***a* and the moving members **30** upon rear end collision.

The forward bulging portion **58***a* according to this embodiment is arranged at the position corresponding to the back of the occupant when the occupant is seated, and is configured to bulge toward the back of the occupant. As a result, the forward bulging portion **58***a* has a function of a back entrance preventing member for pushing and stopping a rearward movement of the back of the occupant upon rear end collision.

When the occupant receives an impact upon rear end collision, the occupant is rapidly moved rearward, and the lower back of the occupant comes in contact with the forward bulging portion **58***a*, and the rearward movement is stopped. As a result, the entire upper body of the occupant inclines (rotates) rearward, and an upper portion of the upper body moves rearward more, and sinks into the seatback S**1**. Then, the load caused by the rearward movement of the occupant is applied to the pressure receiving member **20**, the tensile force is applied in the direction of moving (pivoting) the moving members **30** rearward via the wire **22** locked to the pressure receiving member **20**, and the moving members **30** move rearward. The movement of the moving members **30** greatly moves the pressure receiving member **20** rearward, the sinking quantity of the occupant increases, and the impact load is absorbed.

The moving members **30** are provided above the positions of the narrow portions **17***e* on the side frames **15**, the impact load is applied above the narrow portions **17***e*, and the impact load can be absorbed by the deformations of the seatback frame **1**.

The impact load can be absorbed by the action of the moving members **30**, the impact load can be absorbed by the action of the narrow portions **17***e* as described above, and the impact load can thus be absorbed more efficiently.

Although the lower frame center portion **58** is arranged as the reinforcement portion on the front side of the narrow portions **17***e* in the second embodiment, the arrangement of the reinforcement portion is not limited to this example, and the reinforcement portion may be arranged on the rear side of the narrow portions **17***e*.

FIG. **11** is a rear view of the seat frame showing another example of the reinforcement portion according to the second embodiment. A reinforcement member **59** in a plate shape is provided as the reinforcement portion rearward of the lower frame (lower frame side portions **17** and the lower frame center portion **58**) in this example as shown in FIG. **11**. The reinforcement member **59** is provided at a position displaced from the narrow portions **17***e* in the up and down direction and below the narrow portions **17***e*, and a upper end **59***a* is aligned with the extension direction of the horizontal portions **17***f*, namely, in the longitudinal direction (seat width direction) of the lower frame center portion **58**.

If the reinforcement member **59** is arranged rearward of the narrow portions **17***e* in this way, when an impact load is applied, a rearward deformation of a portion of the seatback frame **1** overlapping the reinforcement member **59** in the front to back direction is restricted, and deformations are restrained from generating from portions other than the narrow portions **17***e*. As a result, the position restriction on the deformation portions and the guidance of deformation are facilitated on the seatback frame **1**.

The vehicle seat according to the second embodiment can stably deform the seatback frame at the specific portions for a complex input load upon rear end collision, and can increase rigidity of portions other than the specific portions which tend to deform, thereby facilitating the position restriction on the deformation portions, and facilitating the guidance of deformation as described above. Thus, even if a complex input load is applied upon rear end collision, impact energy can be efficiently and stably absorbed. Further, the back entrance preventing member is provided for stopping the rearward movement of the lower back of the occupant upon rear end collision, the upper body of the occupant can be greatly moved rearward, thereby increasing the sinking quantity of the occupant, and the impact load can be more efficiently absorbed.

Although the respective embodiments are described for the seatback of the front seat of a motor vehicle as specific examples, the seatback is not limited to the example, and it should be understood that the same configuration can be applied to the seatback of a rear seat.

TABLE OF REFERENCE CHARACTERS

s	vehicle seat	
s1	seatback	
s2	seat base	
s3	headrest	
f	seat frame	
1	seatback frame	
2	seat base frame	
	1a, 2a, 3a	cushion pad (pad material)
	1b, 2b, 3b	skin material
11	reclining mechanism	
	11a	reclining shaft
15	side frame	
	15a	side plate
	15b	front edge portion
	15c	rear edge portion
	15d	protruded portion
	15e	convex portion
16	upper frame	
	16a	side surface portion
17	lower frame side portion (lower frame)	
	17a	side plate
	17b	intermediate plate
	17c	shaft insertion hole
	17d, 17j	attachment hole
	17e	narrow portion
	17f	horizontal portion
	17g	bent portion
	17h	inclined portion
	17i	harness attachment portion (reinforcement portion)
18	lower frame center portion (lower frame, reinforcement portion)	
19	headrest pillar	
	19a	pillar support portion
20	pressure receiving member	
21	wire (connection member, upper connection member)	
	21a	journal portion
22	wire (connection member, lower connection member)	
30	moving member (impact reducing member)	
32	shaft portion	
35	extension coil spring (biasing means)	
39	movement preventing portion	
58	lower frame center portion (lower frame, reinforcement portion)	
	58a	forward bulging portion
	58b	rear surface
	58c	connection surface
	58d, 58e	upper end
	58f	side end portion
59	reinforcement member	
	59a upper end	

The invention claimed is:

1. A vehicle seat comprising:

a pair of side frames that are arranged on left and right sides of the seat; and

a lower frame having a plate shape that connects lower portions of the pair of side frames to each other;

wherein:

the lower frame comprises a narrow portion that is bulging in a front to back direction; and

the narrow portion comprises:

a horizontal portion formed along a longitudinal direction of the lower frame, and that is flexible in response to a load equal to or more than a predetermined impact load that is larger than a normal seating load;

an inclined portion extending from the horizontal portion via a bent portion in an oblique direction relative to a horizontal direction;

the lower frame comprises:

a pair of lower frame side portions arranged below the pair of side frames; and

a lower frame center portion that connects the pair of lower frame side portions to each other;

the lower frame side portion comprises:

a lower frame side plate joined to a side frame side plate; and

an intermediate plate formed by being bent from an end portion of the lower frame side plate; and

the narrow portion is formed on the intermediate plate.

2. The vehicle seat according to claim **1**, wherein a harness attachment portion bulging toward a side opposite to a bulging direction of the narrow portion is formed below the bent portion.

3. The vehicle seat according to claim **2**, wherein the narrow portion is formed above the lower frame center portion.

4. The vehicle seat according to claim **1**, wherein the narrow portion is formed above the lower frame center portion.

5. The vehicle seat according to claim **1**, wherein a reinforcement portion that reinforces the lower frame is provided at a position displaced from the narrow portion in an up and down direction.

6. The vehicle seat according to claim **5**, wherein the reinforcement portion is provided below the narrow portion.

7. The vehicle seat according to claim **5**, wherein the reinforcement portion is provided at a position overlapping at least partially the narrow portion in a front to back direction.

8. The vehicle seat according to claim **1**, further comprising:

a pressure receiving member that is connected to the pair of side frames via a connection member to support an occupant; and

an impact reducing member that is arranged at least on one of the side frames and is connected to the connection member to move the pressure receiving member rearward by a predetermined impact load applied to the pressure receiving member.

9. The vehicle seat according to claim **1**, wherein:

the lower frame comprises a rear surface and a side surface; and

the narrow portion is disposed over a corner portion between the rear surface and the side surface.

10. The vehicle seat according to claim **1**, wherein:

the lower frame comprises a rear surface facing rearward;

the rear surface of the lower frame comprises at least a first end portion and a second end portion; and

the narrow portion extends continuously from the first end portion to the second end portion.

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